



# Shop Manual

[www.badgoat.net/ptcaths](http://www.badgoat.net/ptcaths)

March 2014

## President's Message

*John Ellingwood*



Networking!! I hate that word (almost as much as "Diversity"). Twenty some odd years ago I was invited to go with someone to meet a bunch of strangers. No, it wasn't Amway or some pyramid scheme. "It's all about networking" I was told. "A bunch of people from various backgrounds get together and learn about each other's talents. You may meet people that can help you pursue your own career or life goals." Sounded to me like using each other to get what you wanted. I was pretty turned off to the idea and declined.

Looking back I realize I was networking when networking wasn't cool. As a teenager, working in a convenience store put me in front of various people from different backgrounds. When I decided to abruptly quit, some of those same people sought me out to do odd jobs to keep a little spending money in my pocket. Later on working at a local egg farm loading trucks I met another batch of people. Some of which would help me later in life when I was trying to get my Class A license, some helped just by keeping me out of trouble. Each job or activity I get myself involved in seems to mix me with people I wouldn't have otherwise pictured myself getting to know. A couple years ago some History teacher came into my driveway with a Model T. He was an ATHS member that I had met online. We talked for an hour or more. He came in my driveway as a stranger and left as a friend. I would never have thought I would be friends with a History teacher. A failing grade in History almost kept me from graduating. That guy was Mr. Stinson from Massabesic High School, now known as Toby from Owls Head, chapter member and Owls Head Events Coordinator.

In current months, social networking on the world wide web has got me somewhat hooked. A week after joining Facebook, I received a call from an acquaintance regarding a new (and tempting) job offer, I've been reacquainted with PTC members that I usually only see once a year, and got a lead to another truck show to attend. (Springtime Truck and Tractor Show in Lincoln on May 31).

Many examples of networking were apparent at the chapter business meeting . Thanks to all for coming. THANK YOU EVERYONE for preparing and bringing all the goodies we had to eat and THANK YOU to those who helped set things up and take things down. The folks at Owls Head Transportation Museum really treat us well over the course of the year. A great big chapter THANKS to all of the staff and volunteers there.

I could think of several examples, but I still hate that word ,networking. However, when real friendships are formed from that networking, and we can all help one another out, it's hard not to realize the benefits. Maybe next month we'll tackle "diversity." It's not just about what color your truck is!

See you on April 12th at the Clambake! *See next page*

John



Pine Tree Chapter president John Ellingwood receives the chapter's gavel, a large wrench, from our previous president for many years, Clayton Hoak. Thus the annual meeting started at the Owls Head Transportation Museum on March 16, 2014

## Pine Tree Chapter April Cruise

Saturday April 12 at 11:00

The Pine Tree Chapter is once again off & running with another off season cruise. We will meet at the Clambake Restaurant on Pine Point in Scarborough at 11:00 on Sat April 12. After lunch we will make our way to Motorland in Biddeford. In the unlikely event that you prefer to skip lunch you can meet us at Motorland around 1:00-1:30.

The Clambake ([www.theclambake.com](http://www.theclambake.com)) is located at 358 Pine Point Rd, Scarborough and can be found per these directions:

From The Maine Turnpike (I-95) South

Take the Saco Exit 36

After the tolls, take your third right onto Route 1 North.

Travel 5 miles on Route 1 North.

At the traffic light, a dairy bar will be on your right.

Take that right onto Pine Point Road.

The Clambake Restaurant is located 3 miles down on the left.

From The Maine Turnpike (I-95) North

Take Exit 42 (Scarborough, formally Exit 6)  
After the tolls, take a right onto Payne Road.  
Stay on Payne Road apprx. 3 miles to arrive at U.S. Route 1.

At the intersection of Route 1, continue straight onto Pine Point Road.

The Clambake Restaurant is located 3 miles down on the left.

If you are staying in the Portland area:

Follow U.S. Route 1 South into Scarborough (approximately 3 miles)

At the intersection after RiteAid (on your left), take a left onto Pine Point Road.

The Clambake Restaurant is located 3 miles down on the left

Motorland (<http://motorlandamerica.com>) is at 2 Main St. in Biddeford. They feature a vast collection of vehicles and collectables for sale.

See you on the 12th!!!!

Charlie Huntington [badgoat@tidewater.net](mailto:badgoat@tidewater.net)

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## 2015 Calendar Reminder

### *Steve Marshall*

For those of you that were at the member's meeting sorry I missed you. But I was feeling under the weather and didn't think I should pass it on to the group. At any rate I need PICTURES, PICTURES, PICTURES of members trucks for the 2015 calendars. A few have come in but I need more. I realize that the snow may be up to the windshield or maybe you really aren't quite sure where the truck is under all that snow. Just start thinking of a good picture that you would like to take or have taken of your trucks. I have set a deadline for the end of May. But I may have to extend it a week due to all the snow that probably won't be gone till the end of April. Please do not sent me prints. I tried to make some work last year, but it just will not work. By the time they get scanned and cropped they are just to blurry to use. If you need help or some one to take a picture for you, email me . A few members have offered to help out in that department including our editor George Barrett. Who is doing a great job by the                    Thanks  
Steve Marshall [srmcam86@gmail.com](mailto:srmcam86@gmail.com)

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## A Note from Higmo's

I hope this email finds you well. How are you doing? It has been a very busy year for us at Higmo's, especially with winter's cold weather hanging around so long!! We are praying for warm weather soon though because we are tired!

Anyway, the reason for this email is to let you know that we have decided to not have Saw Mill days this year. We are sad to have to make this decision as we love seeing everyone at our place. Our business has grown to the next size and with growth comes change and change is good. Sometimes difficult to navigate but if navigated properly it is good.

We are hoping to make it to some of the truck club events this year, the break will be welcomed after such a busy year. Thanks John. Have a great afternoon and I hope to see you soon.

Paula

## **Chapter Website**

*Charlie Huntington*

Hopefully by now everyone know that the Pine Tree Chapter has a website. If you didn't you do know and it's located at [HYPERLINK "http://www.badgoat.net"](http://www.badgoat.net) www.badgoat.net just click of the Pine Tree Chapter in the table. The main goal of the site is to publicize upcoming events. If you can't find the newsletter in the jumble on your desk, hopefully you'll still be able to find your computer and get the details you need on the website. Maybe that's a disadvantage to smart phones as they too can be easily misplaced – that's another story for another time....The website also contains an archive of newsletters and past events.

As the chapter Webmaster I'm not looking for any rewards or recognition for doing the website. I enjoy doing it and taking pictures at the events gives me some focus (pun

intended?). The real reward for me is knowing that people are using the site. How does this occur? 1. Send me corrections of issues you see on the website. Misspellings, incorrect labels, broken links. I never take offense with this input, in fact it makes it a team effort. 2. Send me content. I especially like pictures of owners and their trucks. This helps all our members put a name to a face especially since many of us relate to the old iron and are slower with names. If you do send me stuff I do have to ask your patience to get it posted. It's easier to deal with the pics from my own camera (sorry creature of habit and routine) but I will get your stuff posted eventually. Corrections and single pictures usually do happen in a reasonable time span....

Enjoy the site and I look forward to your input! [HYPERLINK "mailto:badgoat@tidewater.net"](mailto:badgoat@tidewater.net)  
[badgoat@tidewater.net](mailto:badgoat@tidewater.net)

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## **Organizing a Club Cruise**

*Charlie Huntington*

I was thinking that the Newsletter did have much for "How To" articles, so I thought I'd write one on "How To Organize a Club Cruise". Sorry if you thought it would be "How to Change Headlight Fluid in a 1929 Rollscanardly" So the idea of a "breakfast" cruise came from my days as a Knucklebuster. This club had a lot of events all year but the ones Rose and I wound up at were the winter Breakfast Cruises. You see summer is very busy with too much to do but winter is mostly cabin fever with a burnin' need to get out of the house. I mentioned this at the Directors meeting and Mary King piped in and said that Pat's Pizza in Augusta was very accommodating to the MOALS. In that short of a time the eatin' part of the cruise was settled. Now I had taken a far too brief tour of the State Museum a couple years ago while waiting to testify before one of the esteemed committees of the Maine State Legislature. Since the Museum was just up over the nearest dip

from Pat's in a second flash the day's activity was picked. A quick visit to the museum website showed admission was only \$2 or just a buck if you were remotely close to Don Munsey's age. The rest of the effort consisted of a call to Pat's to confirm their availability and a follow up call to give a rough head count. The icing on the cake was finding out that Jon Doyle was on the Museum's Board of Directors. He arrived to have the Museum's Director greet us and admission was on the house!

So there you have it. The recipe for a breakfast or lunch cruise:

Accommodating place to eat – no real special arrangements as no business is conducted. Quick yet interesting activity to follow. That's it! This is like how a cruise in compares to a full blown show. Quick, easy, fun, and the best part is seeing your PTCATHS friends. Volunteer to do the next one in your neighborhood!

Check out the pictures from our Feburary adventure on the website [HYPERLINK "http://www.badgoat.net"](http://www.badgoat.net) www.badgoat.net

## **Highlights of the Annual Meeting**

*John Ellingwood*

For those of you that did not make the meeting here are some of the highlights!

Donations were approved to the following organizations

\$150 each to The Bickford Collection, Cole Land Transportation museum, Owls Head Transportation Museum, and Camp Sunshine. \$200 available to 2014 PTC tour stops that are deemed worthy of a donation

Directors Lars Ohman and Charlie Huntington have stepped down and the positions have been filled by George Barrett and Bob Stackpole. All other officer and director positions have remained the same. Refer to the back of your newsletter for contact information.

Pine Tree Chapter "Block of your own" is in place under the CF/Motor Cargo Sign at ATHS headquarters as approved at the 2013 meeting

Toby Stinson gave a museum tour for early birds that was fun and informative. He is always seeking input and volunteers for the Truck and Tractor show on July 19-20

Hosts are needed for a Spring Tour in early June

Steve Corson will be researching the possibilities of a future trip to The Tackaberry collection in Athens, Ontario. We'll keep you informed as details arrive.

We had a lighter turnout than in recent years, but a good time was had by all. Thanks to everyone for attending.

### **Can You Help?**

On May 17th the Pine Tree Chapter will be holding their Spring Stretch at the Maine Truck Driving Championships at Dysart's trailer shop in Bangor and traveling to Cole Land Transportation Museum in Bangor in the afternoon. Galen Cole Jr. at the Museum has asked if we might be able to have a Model T at the gathering. He wishes to show his staff a Model T and would love to have a ride around the parking lot. If you have a Model T and don't mind hitchhikers please consider bringing it to Bangor on the 17th. More Spring Stretch details to come in the next newsletter hitting mailboxes in May. *John Ellingwood*

*John is going to have plenty of information on what the Maine Truck Driving Championship is all about in the May issue before the Spring Stretch, GKB*

### **Our Treasurer has a Deal for You**

Please contact the treasurer or newsletter editor with your guess as to what kind of truck is pictured here. Four correct winners will be selected at random out of a hat. Each will receive a free event pass to the Owls Head Transportation Museum.

*Jamie Mason  
949-1360  
haroldjmason@gmail.com*

*104 Falmouth Rd.  
Falmouth, ME 04105*



## Driving & Steering

*George Barrett*

When recalling my six years with the Maine Army National Guard two things come to mind; hours of boredom with six men on a two man job and days I look back upon with a big smile on my face because there there was one laugh after the other. Every year there used to be a two week "summer camp" at Camp Drum nearby Watertown, NY. The following story is about my most memorable traveling back to Augusta

The ride over was boring. I was in a brand new two and half ton with a multi-fuel engine which was always run on diesel, the fuel of choice. Gasoline was only for emergencies because the gasoline would not have the energy of diesel fuel and consequently the engine would have less power. Always a two day trip, this time we went all the way west to Syracuse and then north to our playground. Thirty-five miles an hour is slow but that's convoy rules, even on the New York Throughway. At least the multi-fuel sounded good, the truck had the vertical exhaust on the right side next to the windshield but since we were doing so little shifting the monotonous sound made it hard to stray awake.

I can't remember what we did for activity that year but at some point a bunch of us were standing around (always be on your feet in case the brass comes around) talking with one of our favorite Warrant Officers about the design of the post WWII military vehicles which is what all of ours were. Mr. Hubbard was talking about the height of the bumpers, how a five ton could line up with deuce and a half, the deuce and a half would line up with the three quarter ton and it could push the jeep. It was a great discussion for the six of us and then we went back to work, or make believe we were working, I can't remember.

A few days before out scheduled departure for Maine the list was published of who would be assigned to which truck for the eastward trip. They had me as the primary driver for a five ton tractor pulling a flat trailer. I was surprised because we didn't bring a five ton with us from Augusta but I like the five ton so I'm happy. I thought I'd go find the truck and see if I could give it a test drive. I also learned that the route back home was different from the trip over. We would be going south-east to Rutland, VT and then over Mendon Mountain through Woodstock and on to the armory in Lebanon , NH for the night. So much better than than the through-way.

I found the truck, a typical tactical military 6x6 five ton manufactured by International in 1952. Most all of the Army's vehicles were in great shape and the only thing I could find wrong with this one was with the transfer case low range. The gears were fine but the way you put a five ton in low range is by grabbing a lever low on your right side and pulling it up so the lever is horizontal. As I'd seen with a few other similar trucks when you relax the throttle and there is no pressure on the transmission gears the lever will drop down leaving the transfer case in neutral I was thinking about going over the mountain so I took it back and had the shop work on it which took care of the problem.

I then went in search of the trailer. It was a high flat with stakes and loaded with as many rebuilt transmisions and engines as could possibly be squeezed in. I remember thinking it won't be fast but it will be the best five ton ride I've ever had.

Early Friday morning we departed Camp Drum in convoy, I'm the last one except for the wrecker which was always last. My assistant driver apparently had no experience with a five ton because he said as we were leisurely traveling through the rather rural countryside how I was able to get through the narrow bridges when a car was coming in the other direction. I just told him you pointed the tractor and the trailer would follow. It was a good ride, work like hell to get up the hill and then try to catch the rest of the convoy. When we came through a town the kids would make the motion for us to blow the air horn. They would wave and smile, I don't know who was having more fun.

At one of our stops (about every hour) I encouraged the assistant driver to give it a try. He started out, shifting well and seemed to be fine until we came to a hill and the engine started sputtering and I immediately told him to switch fuel tanks. He had no idea what I was talking about, I said "on the floor on your left." The engine quit, he set the brake, climbed out and said "you drive this SOB." I got in, switched the valve and the engine started without any hesitation. The captain came by in his Jeep and wanted to know what the problem was and I just said "we had a problem with the fuel valve but it's fixed now. I think he probably thought it was my fault.

The convoy tightened up as we came into Rutland and they had a road guard holding traffic as we turned left off route seven onto route four towards Woodstock. I knew the area fairly well as I had grown up in Hanover just over the river, not far away. There's a good solid steep eight mile grade up the mountain pass by the ski areas. Some of us had been joking that we might be pushing each other although I don't think that's what Mr. Hubbard had in mind. As the grade got steeper the whole convoy slowed and closed in real tight.

I figured I be way behind but as heavy as we were we were keeping up. When I had to downshift from fourth gear I went instead into low range which was about the same ratio as shifting into third high range. Now I was in great shape as long as the transfer case didn't go into neutral and the assistant driver could prevent that whenever I shifted again . I was sure I'd have to make at least another downshift and the five speed was a lot easier to handle than the transfer case.

A two and a half ton compressor truck was in front of us I was real close to him and rather than back off I kept the pedal all the way down and could just barely feel it when I came against him. There was no change in the engine, those 602 cubic inches never missed a beat. Within a minute or two the assistant driver is out on the body beside the compressor walking our way. He stood on our front bumper and lifted up the hood. I told my assistant drive not to worry, he was just going to heat up his can of C rations, now a days called MRE (meal ready to eat). I didn't know how long it was going to take him to find right place on the exhaust manifold to set the can but I already had the hand throttle all the way out and locked so I stepped out onto the running board keeping one hand on the wheel although I don't think I had to.

Within a few minutes the meal was hot and after waving to us he went back to his cab. I got back into my cab, probably pushed for a total of six miles when the grade pitched down and the convoy started to spread. I stayed in a gear that let the engine do some braking for at least another six miles.

# Post War Medium Duty International Cab Over Trucks

Third in a Series

Clayton Hoak

In late 1962 International introduced the 1963 CO-Loadstar models to replace the CO, VCO and DCO180 series models. Production of the heavier CO, VCO and DCO190/ 200/ 220 series models continued. Ron Adams noted in his book International Heavy Trucks of the 1960s "It was the baby of (International) cab over engine models." ..... "Its purpose was mainly for city delivery work." (1)

This small cabover used a newly engineered three man tilt cab with no doghouse and shared the conventional Loadstar numbering system. It was offered in three 4x2 models (2):

	Std. Engine/ HP	GVW	GCW	Data Year
CO-1600	V-304/ 193	19,500 - 22,000 lbs	29,000 - 30,000 lbs	1963
CO-1700	V-304/ 193	22,000 - 23,000 lbs	35,000 - 36,000 lbs	1963
CO-1800	V-345/ 197	23,000 - 27,500 lbs	40,000 - 45,000 lbs	1963

The BBC dimension was 70 inches with wheelbase options from 89 inches to 192 inches. Five engines (three gasoline V-8s, a gasoline 6, and a diesel 6) were offered. The optional engines were the V-266 (CO-1600); V-345 (CO-1700); BG-265 (CO-1600); and D-354 (all models).

The following marketing terms were used in International's 1963 brochure introducing the CO-Loadstar - "amazing maneuverability"; "revolutionary three-man-cab"; "functional and attractive design"; priced right for profitable use"; "chassis of Loadstar quality throughout"; and "easy tilt cab service accessibility". (2)

In 1966 International offered the CO-Loadstar 1700 with a Monoframe for use in businesses desiring low loading heights. The Monoframe "featured a single, oversized central beam which extended from the back of the cab to beyond the rear axle." (3) The Monoframe was discontinued after several years due to poor sales.

In 1968 International offered two new CO-Loadstar models. The CO-1750 came with International's DV-462 diesel; the CO-1850 came with the International's DV-550 diesel.

Between 1963 and 1970, the year Cargostars were introduced, there were few changes in the CO-Loadstar line. It was a "vanilla flavored" vocational truck built to deliver goods at an economical cost. It appears few have survived. It is not your typical "collector" truck. In a quick search of the 20 issues of Show Time only one CO-Loadstar has been displayed. It was a grain bodied 1969 CO-1800 at South Bend in 2011.

In the previous two articles on Post-War Medium Duty International Cab- Over Trucks I had misspelled the International Trucks author's last name. The correct spelling is Crismon. Lars Ohman brought this error to my attention. In addition to International Trucks, Fred (Frederick) W. Crismon also authored U.S Military Wheeled Vehicles, U.S Military Tracked Vehicles and All-American Wonder Volume Three.

## Sources

- International Heavy Trucks of the 1960s; 2006 by Ron Adams; Iconografix
- Various International Truck CO-Loadstar Specification Sheets
- International Trucks; 1995 by Fred W. Crismon; Motorbooks International



**INTERNATIONAL®**



**CO LOADSTAR®**  
**CO-1800**

*Vehicle illustrated may include Optional Equipment and does not necessarily include all standard equipment.*

## RATINGS

### MAXIMUM GROSS VEHICLE WEIGHTS:<sup>\*</sup>

Standard	24,000 lbs.
With FA-209, 9,000-lb Front and 17,000-lb Rear Axles	26,000 lbs.
With 18,500-lb Rear Axles	25,500 lbs.
With FA-209 and 18,500-lb Rear Axles	27,500 lbs.
With FA-219 Front and 17,000-lb Rear Axles	29,000 lbs.
With FA-219 and 18,500-lb Rear Axles	30,500 lbs.

<sup>\*</sup>Requires tires of adequate capacity.

### MAXIMUM GROSS COMBINATION WEIGHTS:

Standard	40,000 lbs.
With 18,500-lb Rear Axles	45,000 lbs.

## STANDARD EQUIPMENT

### AXLE, FRONT

FA-99 7,000-lb capacity  
Heat-treated forged-steel I-beam

### AXLE, REAR

RA-39 17,000-lb capacity  
Single reduction  
One-piece forged-steel housing  
Full-floating induction-hardened shafts  
Ratios: 5.57, 6.50, or 7.17

### BRAKE, PARKING

Rear of transmission, external contracting  
Orscheln hand control lever mounted  
under dash

Total lining area: 76.8 sq. inches

### BRAKES, SERVICE

Hydraulic with vacuum power booster  
Dual-cylinder, single-piston front  
Dual-cylinder, double-piston rear  
Size: 15 x 3" front, 15 x 5" rear  
Total lining area: 516.0 sq. inches

### CAB

All steel tilt cab with safety glass windows  
Door locks both sides with safety latches  
Spring base full foam rubber driver seat  
Auxiliary seat for two passengers  
Dual electric two-speed windshield wipers  
and electric washers  
Gauges: ammeter, oil pressure,  
water temperature, fuel  
Speedometer and odometer  
Outside rear-view mirror, left side  
Hand choke; throttle; ash tray

### CAB (Continued)

Sun visor on driver's side  
Fresh air heater and defroster

### CLUTCH

12-inch 15-spring  
Hydraulic control; vibration dampener

### COOLING SYSTEM

Permanent type anti-freeze -20°F

### ELECTRICAL SYSTEM

12-volt, 37-amp alternator  
66-plate, 60 amp-hr battery

Front directional signals: double face

Dome light

Two front clearance and three identification lamps

Traffic hazard switch; back-up light

Amber side reflectors

Dual stop and tail lamps

Rear directional signals  
(Not with tractor chassis)

### ENGINE

International V-345 gasoline V-8

Gross BHP: 196.7 @ 4,000 RPM  
Gross Torque: 309 lb-ft @

2,200-2,400 RPM

345 cu. in. displ.; 8.05 to 1 comp. ratio

Oil bath air cleaner; full-flow oil filter

Horizontal muffler and tail pipe

### FINISH

Chassis, bumper and wheels: black

### FINISH (Continued)

Cab and fenders: choice of any standard IH color

### FRAME

9 x 3 x 1/4"; steel channel; 9.23 sec. mod.  
Straight to front, tapered rear through

137" WB

Straight to front and rear 149" WB and up

### FUEL TANK

31-gallon side-mounted

### STEERING

S-62 steering gear

20" diameter steering wheel

### SUSPENSION, FRONT

7,000-lb capacity steel leaf springs

Shock absorbers

### SUSPENSION, REAR

Steel leaf springs with auxiliary

Total capacity: 18,920 lbs. (89" and

149"-192" WB)

19,360 lbs. (101"-137" WB)

### TRANSMISSION

T-35 five-speed synchromesh with island shift control

Ratios: 7.17, 3.96, 2.37, 1.41, 1.00;  
7.02 reverse

### WHEELS and TIRES

Single front and dual rear

8.25 x 20, 10-PR tires and tubes

Cast wheels with 6.00S rims

## OPTIONAL EQUIPMENT

### AXLE, FRONT

FA-209 9,000-lb with 9,720-lb springs,  
15 x 3" hydraulic or 16 x 2 1/4"  
air brakes and S-63 steering gear  
FA-219 12,000-lb with 12,000-lb springs  
15 x 3 1/2" hydraulic or 16 1/4 x 3 1/2" air brakes  
(requires power steering)

### AXLE, REAR

RA-44 18,500-lb single reduction, with  
\*\*20,380-lb springs and 16 x 5"  
hydraulic or 16 1/2 x 6" air brakes  
Ratios: 5.37, 6.14, 6.57 or 7.17

RA-186 18,500-lb two-speed with

### AXLE, REAR (Continued)

\*20,380-lb springs and 16 x 5"  
hydraulic or 16 1/2 x 6" air brakes  
Ratios: 5.57/7.60, 6.14/8.38,  
6.50/8.87 or 7.17/9.97

RA-189 17,000-lb two-speed  
Ratios: 5.57/7.75, 6.14/8.55,  
6.50/9.04 or 7.17/9.97  
\*\*On 89 and 149"-192" WB;  
20,460-lb on 101"-137" WB

### BRAKES, PARKING

DCM 12 x 4" drum type;  
lining area 110.3 sq. in.

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### BRAKES, PARKING (Continued)

Piggy-back spring-actuated  
(air brakes only)

Extra 462 cu. in. air tank to release

piggy-back parking brake

### BRAKES, SERVICE

16 x 5" hydraulic brakes on RA-39, -189  
16 x 6" hydraulic brakes on RA-39, -44,

-186, -189

Vacuum reserve tank with gauge and light

Front wheel limiting valve

Air brakes, with 7 1/4 cu. ft. compressor,  
air reservoir and gauge (16 x 2 1/4" front,  
16 x 5 1/2" rear with std. axles)

# LOADSTAR TILT CAB MODELS



## REVOLUTIONARY THREE-MAN-CAB

Contrary to the usual COE cab with driver wedged into one corner, the CO Loadstar cab is wide open. The floor is flat and unobstructed clear through, with no sign of an engine doghouse, floor-mounted transmission shift lever or parking brake lever. There's plenty of room for the driver and two passengers without crowding, and the driver can easily slide from one side to the other to use whichever door is safer or more convenient. And this cab is rust-inhibited to an extent far beyond that of any other cab.

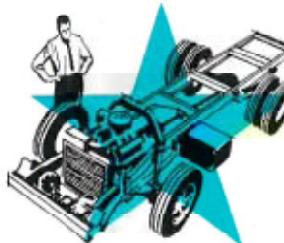


## FUNCTIONAL AND ATTRACTIVE DESIGN

While the functional values of trucks are of primary concern, it does not follow that they must be unattractive. The new CO Loadstar models are functionally in a top class by themselves, yet they present a modern, stylish and finished appearance that reflects their quality and does credit to the truck buyer's sense of values.

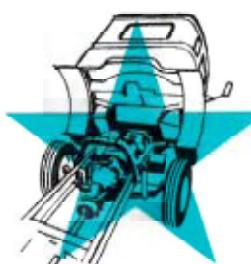
**MOST VALUE FOR YOUR \$**

Notwithstanding their up-to-the-minute design and superior construction, the CO Loadstar models are priced competitively with other trucks of comparable type and ratings. In making comparisons, consider not only the many features that you get exclusively in these International models, but also that equipment which is optional at extra cost on some other vehicles—a V-8 engine, for example—is standard on all CO Loadstar models! Superior quality at a fair and competitive price is an International policy well exemplified in these fine new models.



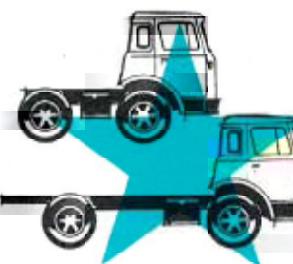
## CHASSIS OF LOADSTAR QUALITY THROUGHOUT

The superior all-truck heavy-duty engineering which users have been accustomed to in trucks of International manufacture applies to all components of the new CO models. Power train components are for the most part identical with those in the standard four-wheel Loadstar chassis of the same model series, assuring strength, stamina and endurance for long-lasting dependable performance at minimum operating and maintenance expense.



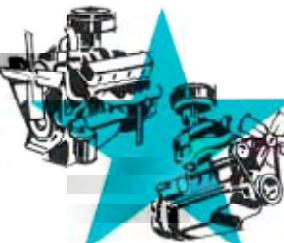
## EASY TILT CAB SERVICE ACCESSIBILITY

The light cab, hinged on exclusive rubber torsion springs, tilts forward with little effort. The engine is thus fully exposed for maintenance services and, due to its rearward position, all parts of it are especially easy to reach.



## WIDE SELECTION OF WHEELBASES

Whether for use as ultra-maneuverable straight trucks with bodies up to 24 feet long or as tractors, seven wheelbases from 89 to 192 inches assure desired cab to rear axle (CA) dimensions.



## YOUR CHOICE OF ENGINES

Power plants available for CO Loadstar models include three gasoline V-8's, a gasoline 6 and a diesel 6—a fine choice of all-truck engines of superior International design.

## THESE ARE THE NEW CO LOADSTAR MODELS AND RATINGS

MODEL	STANDARD	GVW	OPTIONAL	STANDARD	GCW	OPTIONAL
CO-1600	19,500 lb.	TO	22,000 lb.	29,000 lb.	TO	30,000 lb.
CO-1700	22,000 lb.	TO	23,000 lb.	35,000 lb.	TO	36,000 lb.
CO-1800	23,000 lb.	TO	27,500 lb.	40,000 lb.	TO	45,000 lb.



Stanley Young delivering a truck to Scott Dudley of Searsport in 2012. The original owner was J.J. Nissen. The truck hasn't been on the road since 2002 but Scott says it runs well and he hopes to have it road worthy and ready for parades next summer. Below is a picture of Scott's fleet of White trucks.



In the November issue I put in a picture of of Cumberland Sand and Gravel's new Mack in 1960 and captioned it as the start of a great fleet. I meant this as a fleet of Macks but Norman O'Brian of Falmouth called to let me know that it wasn't the first truck they ever purchased.

Norm told me the story of the first truck, a 1946 Dodge WKA that Norm's father, who was with Pine Motor Co., sold. They had to take the truck to Boston to get a body built for it and Norm had a part of driving it back to Portland. The Dodge then went to work hauling gravel out of the pits along Route 9 in North Yarmouth just over the Cumberland town line.

Thanks, Norm, for calling me and giving me the photograph of the truck. I've known that Norm is a true Dodge man having passed by his home on the Winn Road for many years and have never seen anything but a Dodge parked there.

I enjoyed talking to Norm as he told me about his career with New England Telephone and how much he liked his part time and after retirement work at the Town of Falmouth and various local contractors.





The images above were scanned from the Bangor and Aroostook Railroad's magazine **Inside Northern Maine**. The bus is a General Motors PDA 3703 37 passenger, purchased new by the BAR in 1947 and sold to Hudson Bus Line in 1957.

The lower photo is captioned "Milk from Northern Maine Farms delivered to creamery at railhead". I believe it's Island Falls. Most likely all four trucks are 1948 models because the annual reporting is for the year 1948. Interesting to see a new Chevy, a GMC and a Ford with the same logo on the front of the body.

The photo on the right was in the same magazine. It was very small and I didn't think it would come out very well but then I remembered how much Mr. O'Brian likes Dodges and I gave it a try. How a truck was loaded is sometimes as interesting as the truck so I'm glad the hay loader shows as well as it does.



## PUT ON YOUR CALENDAR

<b>April 12, '14</b>	<b>Pine Tree Chapter Spring Cruise</b> See page 2 for complete info
<b>May 17, '14</b>	<b>Pine Tree Chapter Spring Stretch</b> , Bangor, Truck Driving Championships at Dysart's and the to Cole Land Transportation Museum
<b>May 18, '14</b>	<b>Hillcrest Farm Antique Truck Meet</b> -741 River Rd., Windham, ME Contact Adam Libby @ 207-651-5769
<b>May 31, '14</b>	<b>Springtime Truck and Tractor Show</b> , S&S Transportation, 35 Access Road, Lincoln, ME springtruckandtractorshow@gmail.com Doug 356-2237, Charlie 794-4547, Dustin 356-5283
<b>July 6, '14</b>	<b>Boothbay Railway Village</b> Antique Engine & Tractor Meet • Operating early antique engines & tractors. Displays and demonstrations of early mechanical devices.
<b>July 13, '14</b>	<b>Truck Show - Bolton Fair Grounds</b> New Location Route 117, Lancaster, MA A.T.C.A. New England Chapter, Bill Semple 978-460-0465
<b>July 19-20, '14</b>	<b>Owls Head Transportation Museum</b> , Trucks, Tractors, Commercial Vehicles weekend
<b>July 19, '14</b>	<b>Paris Hill, Bob Bahre's Collection</b> Once a year this private collection of automobiles is open for viewing. Adults \$10.00, children under 12 \$2.00 Hamlin Memorial Library 743-2980
<b>July 19-20, '14</b>	<b>Boothbay Railway Village</b> Antique Auto Days
<b>August 6-8 '14</b>	<b>HCEA Annual Convention and Pageant of Steam</b> , Canandiagua, NY

### Notices and Classified Ads

**For Sale:** 1951 Ford F-7 Rack Body truck. No Rust, 17,379 indicated miles. 6 new tires. Excellent condition. \$11,000; 1924 Graham Brothers Ice Cream delivery truck. \$25,000 Pictures available on the Owls Head Transportation Museum Barn Fresh Website. Call Toby at 594-4418 for more information.

**Wanted-** A pair of MPG-Maine Potato Growers mudflaps Check those storage trailers in your back yard! Contact John Ellingwood 207-590-2298 or jellin@sacoriver.net

**For Sale** 1962 Autocar 3 Axle tractor, Model DCV72 Integral Sleeper 903 Cummins(not running) Short nose model, Have title 603-463-5736 - Charlie

**Help Wanted:** Hosts wanted for a Spring Tour to be held in early June. If you'd like to help your chapter out by putting together a one or two day weekend "field trip", please contact an officer or director ASAP.

**Ideas Wanted:** Fall Tour will be held in the Aroostook County area. If you have a specific Restaurant or Tour Stop wish while we are up there please let us know. Contact John Ellingwood @ 207-590-2298

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### **DUES NOTICE - Membership Renewal & Update Form**

Please sign me up for another years worth of membership in the Pine Tree Chapter, ATHS.  
Membership in the American Truck Historical Society is required.

Name \_\_\_\_\_ Date \_\_\_\_\_

Street \_\_\_\_\_ Phone ( ) \_\_\_\_\_

City \_\_\_\_\_ E-Mail \_\_\_\_\_

State \_\_\_\_\_

**Mail to: Pine Tree Chapter ATHS**

C/O Jamie Mason  
104 Falmouth Road  
Falmouth, Maine 04105

Zip \_\_\_\_\_  
Pine Tree Chapter Dues of \$10.00 run from January to December. page 11

## **Your 2014-15 Chapter Officers and Directors:**

**President - John Ellingwood** Jr. P.O. Box 683 Waterboro, ME 04087; Home (207) 247-6795 Cell (207) 590-2298; email: jellin@sacoriver.net

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**Secretary - Diane Munsey**, Rusty Fender Estates 785 River Road, Dresden, ME 04342; (207) 737-2997; email: munsandi@gmail.com

**Treasurer - Jamie Mason** 104 Falmouth Road, Falmouth, ME 04105; (207) 949-1360; email: haroldjmason@gmail.com

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